

NEW-YORK DAILY TRIBUNE, WEDNESDAY, FEBRUARY 1, 1893.—FOURTEEN PAGES.

RAILROAD INTERESTS.

WANTED MR. CLARK TO EXPLAIN.
DISCREPANCY IN THE REPORT OF THE PRESIDENT OF THE NEW-HAVEN ROAD.

New-Haven, Conn., Jan. 31.—The meeting of the stockholders of the New-York, New-Haven and Hartford Railroad Company, which was adjourned from December 17 to January 19, 1893, and subsequently from January 31, was held in the offices of C. P. Clark at 11 o'clock this morning. The meeting was called for the specified purpose of ratifying the lease of the Providence and Worcester Railroad for a term of ninety-nine years. In the absence of President Clark, Vice-President Charles Tatlie acted as chairman. When the call for a meeting had been read it was voted to proceed to a ballot. While the ballot was being taken the harmony of the proceedings was abruptly interrupted by the appearance of H. C. Goodwin, who stated that there was a discrepancy in President Clark's report of the lease of the Stamford and New-Canaan Railroad. He said that the premium received, according to the report, amounted to \$153,205, and the premium proposed to the Railroad Commissioners amounted to \$113,400. This he said, left a balance of \$30,908.50 in premiums unaccounted for by President Clark, and while he did not doubt the chief executive's honesty, yet he wanted to know the cause of the discrepancy.

At this juncture J. P. Beach, of Cheshire, arose to a point of order, saying thatasmuch as the meeting was called for the purpose of taking action on the Providence and Worcester lease any other business would be out of order. The chair sustained the point. But the stockholder from East Hartford would not be shut off in this way, and after repeated efforts to continue his remarks despite the ruling of the chair he, at the suggestion of Vice-President Tuttle, appeared from his desk. Vice-President Tatlie's ruling was unanimously sustained, and when the report of the committee that there was an error in the secretary's report, but no attention was paid to the ruling. The bill was then voted on, which amounted to 170-68, and had been cast for the lease and none against it. Ex-Governor Bulkeley then moved that the meeting be adjourned. When this was done Vice-President Tuttle shook hands with Mr. Goodwin, and informed him that he had given all information to come to the office at the proper time and would be given to him with pleasure.

FIGHTING FOR A RAILROAD AND MINES.

Duluth, Minn., Jan. 31.—The war that has been brewing in the directorate of the Duluth, Mesaba and Northern culminated yesterday in a move on the part of one wing against the other and a counter-move on the part of the other faction. The trouble originated with the Rockefeller contract made recently in New-York City. President D. K. Chase, Donald Grant and others are not satisfied with it; they say that it is a craftily devised scheme which the Merritts have fallen into whereby control of the road and mines goes to the Standard Oil Company. The bomb was exploded in the camp of the Merritts when George B. Baxter, attorney for Donald Grant, D. W. Grant and Albert R. Chase, served upon the officers and directors of the Duluth, Mesaba and Northern Railroad Company an order to show cause why an injunction should not be granted temporarily enjoining the defendants from entering into certain contracts with the American Steel Barge Company and C. W. Wetmore, representing the Rockefellers, whereby the company agrees to issue to Wetmore \$30,000 in bonds of the company at 30 cents on the dollar. The date fixed for the hearing on the order to show cause is Wednesday, Feb. 1, before Judge Oats, in St. Paul. The court also grants preliminary injunction forbidding the closing of the contract until after the hearing.

The members of the Duluth and Iron Range Road and Minnesota Iron Company at a meeting yesterday morning issued 4,000 shares of stock to D. W. Grant. The latter had just signed and gave a certified check for \$6000 in payment. His purchase of the stock gives the Merritts absolute control of a majority of the stock.

A SHORT ROUTE TO DANBURY.

Danbury, Conn., Jan. 31.—A hearing before the Railroad Commissioners to-day the plan of the Danbury and State Line Railway was approved. There was no opposition. The road will be fourteen miles long, and will extend through Ridgefield, Conn., and North Salem, N. Y., to New-Haven, where it will join the Harlem road. It will virtually be a branch of the Harlem, and the distance will be shortened twenty miles thereby between Danbury and New-York. Work will begin in the spring.

UNION PACIFIC REPORTS DENIED.

Boston, Jan. 31.—Controller Oliver W. Mink of the Union Pacific, says in regard to the reports from Omaha of the cutting of rates and decreasing the expense for the purpose of detaching the United States Government that there is absolutely no foundation for these statements. He adds: "No complaints respecting the administration of the Union Pacific have ever been made by either the Government commissioner or the board of Government directors."

The Government directors in their report for 1892 on the Union Pacific said that its "physical condition is very satisfactory." On the question relating to a settlement of the subsidy debt the committee directors said: "The sound agreement is reached, and all the reasons of capital invited and secured, the rate of interest to extend, improve, strengthen and develop the system, the more certainly will the Government be secured and the ability of the company to pay be firmly established."

TO REOPEN THE LAKE FRONT CASE.

Washington, Jan. 31.—The Illinois Central Railroad Company is not yet prepared to accept as final and conclusive of its rights the decision of the United States Supreme Court holding invalid the claim of the company to title of the submerged lands along a large part of the water-front of the city of Chicago; and accordingly this morning, soon after the court met, John N. Jewett, its counsel, filed a petition praying the court to grant a rehearing of the celebrated lake front case. The company lost the case by only one vote, and perhaps thinks it may win over some Justice to its side if it is possible to reopen the case.

In the petition counsel state that the point upon which the decision of the court apparently turned was not fairly an issue under the pleadings. The information upon which the proceedings were based asserted the title of the State of Illinois to the soil under the waters of the lake, and its right to control

and dispose of that soil. This assertion the railroad company admitted as true, and upon the oral argument one or more of the opposing counsel conceded the authority of the State to make grants of the submerged lands in parcels of greater or less, and therefore of indefinite extent. Under these circumstances counsel thought they were excused for believing that the power of the State to make the lake front grant was practically admitted, and in so far as the general argument of the matter. Judging from the opinions of the majority of the court, the petition says the railroad company's counsel seem to have made a mistake which they should have an opportunity to correct.

NORFOLK AND WESTERN EARNINGS.

Philadelphia, Jan. 31.—The statement of the Norfolk and Western Railroad Company (including leased lines), for the month of December, 1892, shows gross earnings of \$904,014.44; expenses, including taxes, \$667,185.69; leaving net earnings of \$224,302.55, a decrease of \$40,178.47 as compared with the corresponding month of 1891. For the twelve months of the year 1892 ending December 31, the gross earnings were \$7,031,672.66; net earnings of \$2,921,205.05, a decrease of \$257,055.75, as compared with the corresponding period of the year 1891.

RATES TO THE WORLD'S FAIR DISCUSSED.

The trunk line passenger committee yesterday devoted its attention to the subject of rates to the World's Fair at Chicago. The only agreement reached was on minor questions in respect to handling the traffic. These will be submitted to the executive committee next Friday as recommendations. The vital points as to the style of ticket to be issued—whether for a round trip and one reduced fare each way—could not be agreed upon and will demand the decision of the higher officers of the trunk lines.

A PETITION TO REMOVE A RECEIVER.

Charleston, S. C., Jan. 31.—In the United States Court to day J. H. Averill, recently appointed receiver of the Port Royal and Augusta Railroad, filed a petition asking that the order of the court appointing H. M. Conner, of the Georgia Central Railroad and Banking Company, receiver of the Port Royal and Augusta road be rescinded, and that the property and franchises of the latter road be turned over to the petitioner. The court issued a rule to show cause on February 14 why the petition should not be granted, argument to be heard February 21.

ILLINOIS CENTRAL ASKS FOR A REHEARING.

Chicago, Jan. 31.—The contest between the Illinois Central Railroad Company and the city of Chicago over the possession of the lake front is not yet ended. Though defeated in the famous litigation, the rail road company will make one final effort to change the result. To-day its counsel, John N. Jewett, of this city, appeared before the United States Supreme Court at Washington and filed a petition praying the Supreme Court to grant a rehearing of the case. The vote on the lake front decision in the Supreme Court was 4 to 3, Chief Justice Fuller and Justice Blatchford abstaining from contention with the case, that his memory is failing him, that he cannot eat and sleep well, it is high time to call a halt. It is either a question of less business, less self-glorification, or softening of the brain and death.

When a woman feels that she is less brilliant, less able to compete with others, when she realizes that she is growing sadder, weaker, less attractive, it is time for her to pause and reflect.

But you say, "What can I do?" How can I escape?

The answer is simple. Follow the laws of life, the dictates of common sense. Do as so many others have done, take the greatest scientific preparation of the body for preventing and counteracting these troubles.

You know what it is. You have heard your friends speak of it. You know that it is Warner's Safe Cure, the result of which is to point out the way of escape.

When a man feels that he is losing his grip on business, that his memory is failing him, that he cannot eat and sleep well, it is high time to call a halt.

THE OWNER of an established manufacturing business wishes to get in touch with the business and pleasure of premises. Address: H. H. HILLER, 127 Broadway, Brooklyn.

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